IN THIS PRESENTATION

BACKGROUND

WHY WE HAVE A PROBLEM

HOW WE GOT HERE

SOLUTIONS
BACKGROUND: REGIONAL PERSPECTIVE

DALLAS FORT WORTH METROPOLITAN PLANNING AREA

- **4th largest metropolitan area in the US**
- Population growth **1.1m** between 2005-2015
- Larger than **41** states in population
- Population **7.4m** in 2018
- Population **11.2m** by 2045
- Over **30%** of Texas’ economy
- Larger than **5** states in the area
BACKGROUND: REGIONAL PERSPECTIVE

Top 3
For growth business expansion, relocations, and employment growth

Fortune 500 companies located in the region

15th
In GDP if it were a country

2.8%
Job growth rate compared to the nation's 1.5%

22
23rd

3.9 M
North Texas labor force

Source: North Texas Commission
North Texas grows by 391 people every day.
BACKGROUND: FUNDING BASICS

**SYSTEM REVENUE**
- Motor Fuel Taxes
- Vehicle Registration Fees
- Other Federal Sources
- Other State Sources

**FACILITY REVENUE**
- Tollroads
- Managed Lanes
- Public Private Partnerships

**LOCAL REVENUE**
- Sales or Special Taxes
- Bond Programs
- Impact Fees
- Property Taxes
- Value Capture

**REGIONAL TRANSPORTATION SYSTEM**
BACKGROUND: FUNDING BASICS

**EDUCATION**
a quarter of gas tax revenue transferred out

**REGISTRATION**
plus lubricating oil and special fuels taxes

**PROPOSITIONS 1+7**
oil and gas severance fees | sales tax

**STATE**
- motor fuel tax rate gas 20.0 | diesel 20.0
- highway fund

**FEDERAL**
- motor fuel tax rate gas 18.4 | diesel 24.4
- highway account
- mass transit account

**TXDOT**
- plan, maintain, build transportation projects

**ONLY DONOR STATE REMAINING**

**POINT OF COLLECTION**

**EPA L.U.S.T.**
1/10 cent per gallon

**HIGHWAY ACCOUNT**

**MASS TRANSIT ACCOUNT**

**PORTION**
sent to states

**TEXAS REFUNDED LESS THAN PUT IN**
## BACKGROUND: FEDERAL HIGHWAY TRUST FUND

### WHAT IS THE HIGHWAY TRUST FUND (HTF)?

- Established in 1956 by the Highway Revenue Act
- Functions as a finance mechanism
- Highway excise taxes are deposited into the fund
- Made up of 2 accounts:
  - Highway & Mass Transit

### WHAT ISSUES ARE THERE WITH THE HTF?

- Capital outlays exceed deposits
- The account faces regular solvency issues
- Since 2008, Congress has transferred $143 billion to maintain solvency

Source: Federal Highway Administration
**TOTAL STATE HIGHWAYS FUND RECEIPTS**
(FISCAL YEAR ENDED AUGUST 31, 2017)

<table>
<thead>
<tr>
<th>Total Receipts</th>
<th>$9.936 billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Reimbursements</td>
<td>$4,169.5 million</td>
</tr>
<tr>
<td>Local Participation</td>
<td>$216.4 million</td>
</tr>
<tr>
<td>Sale of Bonds</td>
<td>$700.7 million</td>
</tr>
<tr>
<td><strong>State Fees, Taxes, and Other</strong></td>
<td><strong>$4,849.0 million</strong></td>
</tr>
<tr>
<td>Motor Fuel Tax</td>
<td>$2,630.1 million</td>
</tr>
<tr>
<td>Vehicle License Fees</td>
<td>$1,437.4 million</td>
</tr>
<tr>
<td>Proposition 1</td>
<td>$439.5 million</td>
</tr>
<tr>
<td>Lubricant Sales Tax</td>
<td>$44.9 million</td>
</tr>
<tr>
<td>Other State Receipts</td>
<td>$297.1 million</td>
</tr>
</tbody>
</table>

*Includes all receipts to appropriated State Highway Fund.*
BACKGROUND: STATE HIGHWAY FUND

DISTRIBUTION OF TOTAL STATE HIGHWAYS FUND RECEIPTS* (FISCAL YEAR ENDED AUGUST 31, 2017)

Total Disbursements* $10.499 billion

Plan $1,593.5 million 15¢

Debt Service Transfers/Payments $377.7 million 4¢

Build $2,531.8 million 24¢

Other Agency Expenditures/Transfers $531.2 million 5¢

Transfers to Other Agencies ... $200.8 million
Other Agency Expenditures .... $330.4 million

Manage $239.6 million 2¢

Maintain $3,930.2 million 37¢

Prop 1 $1,130.2 million 11¢

Use $165.2 million 2¢

*Includes all expenditures to appropriated State Highway Fund.
The Dallas-Fort Worth region receives approximately a quarter of the State’s transportation funds.

Funds are split into east and west sub-regions. The distribution is based on several factors including:

- POPULATION
- EMPLOYMENT
- EMISSIONS
- VEHICLE MILES OF TRAVEL
Authorization Act passed (FAST Act); Apportionments authorized annually

Authorization Act signed; Annual apportionments signed

Authorized funds distributed to Department of Transportation

Funding appropriated to urbanized areas through federal formula process

Funding to urbanized areas distributed using Census data, transit service metrics, and agency needs

North Central Texas Urbanized Areas
BACKGROUND: NORTH CENTRAL TEXAS URBANIZED AREAS
## BACKGROUND: FEDERAL TRANSIT PROGRAMS & PROVIDERS

### PROGRAM

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>PURPOSE</th>
<th>PROJECT TYPES</th>
<th>YEARLY FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>§5307: Urbanized Area Formula (includes Job Access/ Reverse Commute projects)</td>
<td>Serve general public including low income workers</td>
<td>Capital Operating Planning</td>
<td>~$76M</td>
</tr>
<tr>
<td>§5310: Enhanced Mobility of Seniors and Individuals with Disabilities</td>
<td>Serve needs of the elderly and individuals with disabilities</td>
<td>Capital Operating Planning</td>
<td>~$3.5M</td>
</tr>
<tr>
<td>§5337: State of Good Repair</td>
<td>Maintain rail services</td>
<td>Capital</td>
<td>~$28M</td>
</tr>
<tr>
<td>§5339: Bus and Bus Facilities</td>
<td>Purchase vehicles and/or maintain bus services</td>
<td>Capital</td>
<td>~8.5M</td>
</tr>
</tbody>
</table>

### ELIGIBLE TRANSIT PROVIDERS

<table>
<thead>
<tr>
<th>TRANSIT AUTHORITIES</th>
<th>LOCAL GOVERNMENTS</th>
<th>SMALL TRANSIT AGENCIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas Area Rapid Transit Denton County Transportation Authority Trinity Metro (Fort Worth Transportation Authority)</td>
<td>City of Arlington City of Grand Prairie City of McKinney City of Mesquite North Central Texas Council of Governments</td>
<td>City/County Transportation Community Transit Services Northeast Transportation Services Public Transit Services Span, Inc. STAR Transit</td>
</tr>
</tbody>
</table>
The long-range transportation plan, Mobility 2045, is required to be constrained to financial resources that are reasonably expected to be available. Between now and 2045, this is the region’s expected spending.

<table>
<thead>
<tr>
<th>MAJOR EXPENDITURE TYPE</th>
<th>MOBILITY 2045 - (BILLIONS, ACTUAL DOLLARS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$36.8</td>
</tr>
<tr>
<td>Operations, Maintenance, Rehabilitation, Safety, Facility Reconstruction, Transit Operations</td>
<td></td>
</tr>
<tr>
<td>Non-Capacity Improvements</td>
<td>$12.6</td>
</tr>
<tr>
<td>Congestion Management Process, Air Quality &amp; Environment, Bicycle &amp; Pedestrian, Sustainable Development, Transportation Enhancements</td>
<td></td>
</tr>
<tr>
<td>Capacity Improvements</td>
<td>$86.9</td>
</tr>
<tr>
<td>Major Roadway System, Rail Capital, Bus, Paratransit, Arterials, Freight</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$136.4</td>
</tr>
</tbody>
</table>

Values may not sum due to independent rounding.
BACKGROUND: WHAT WE CAN AFFORD

ROADWAY EXPENDITURES
$50B

REGIONAL ROADWAY NEEDS
$390B

SHORTFALL
87%
Major Roadway Recommendations
2045 Levels of Congestion/Delay
2040 Network without TEXPRESS Lanes and Associated Projects

Cost of Congestion/Delay: $38.9 billion
Congestion Index is based on a percent increase in travel time.
The region is expected to have $50 billion for roadway improvements, (a total of $136.4 billion, actual dollars, for all projects) between now and 2045 to build and maintain the transportation system.

The region has grown rapidly and is expected to continue growing between now and 2045.

Limited transportation funds are available through a variety of sources at all levels of government.

The region needs approximately $390 billion (actual dollars) to eliminate the worst levels of congestion between now and 2045.
Recent legislative and voter action from Prop. 1 and Prop. 7 have made new funds available for roadway improvements in Texas.

### ISSUES FACING EVERYONE
- Aging system
- Highway Trust Fund in the negative
- Federal gas tax last increased in 1993
- Improved fuel efficiency & alternate fuels
- Construction cost inflation

### ISSUES FACING TEXAS
- Donor state
- New revenue sources fluctuate
- State gas tax last increased in 1991
- Gas tax not indexed
- 5 cents of gas tax dedicated to education
- Low vehicle registration fees
WHY WE HAVE A PROBLEM: THREATS > OPPORTUNITIES

**SYSTEM REVENUE**

**THREATS**
- Rescissions
- Diversions
- Inflation
- System age
- HTF insolvency
- Gas tax erosion

**OPPORTUNITIES**
- New revenue in form of Prop 1 and Prop 7

**FACILITY REVENUE**

**THREATS**
- Lack of legislative authority
- Public backlash towards tolls in some regions

**OPPORTUNITIES**
- Concession payments
- Excess toll revenue
- Earned interest

**LOCAL REVENUE**

**THREATS**
- Sales tax caps
- Era of “no new taxes”
- Competing public services
- Rapid growth

**OPPORTUNITIES**
- Local fund partnerships
- Sustainable development initiatives
Traditional funding has remained about the same, even accounting for new sources of funding such as Propositions 1 and 7.
The gas tax has declined from being over a third of State Highway Fund revenue to only 18%.

Other sources like Propositions 1 and 7 have had to make up the difference.

Source: Texas Comptroller of Public Accounts
WHY WE HAVE A PROBLEM: MOVING AWAY FROM A TRANSPORTATION USER FEE

Transportation-specific revenues like gas taxes and registration fees are becoming a smaller share of transportation funding…

…while other revenues are becoming a greater share, like sales and oil and gas severance taxes.

Source: Texas Comptroller of Public Accounts
Between December 2003 and December 2017, construction costs increased more than 109% and became more unpredictable.

Despite declines following the economic downturn, costs are still substantially higher than they would have been under more sustainable inflation rate.

Source: Texas Department of Transportation – Highway Cost Index
State fuel taxes were last increased in 1991.

The state’s gasoline tax of $0.20 per gallon is over 10 cents lower than the national average.

Federal fuel taxes were last increased in 1993.

Source: FHWA – Highway Statistics Series – Tax Rates on Motor Fuel
WHY WE HAVE A PROBLEM: FUEL TAX RATES

Average Tax:
$0.306 per gallon
WHY WE HAVE A PROBLEM: STAGNANT REVENUES

State Fuel Tax Rankings: How Texas Compares

Average Time Since Last Increase: 5.9 years

Texas is tied for second in number of years without a gas tax increase: 27 years

Years Since Last Increase or Reform
- Increased, adjusted, or reformed in 2015
- Decade or more ago
- In the last decade
- Two decades or more ago

Notes: Includes excise taxes as well as other fees and surcharges. Current as of July 2015. Sources: US Energy Information Administration, US Census Bureau, Institute on Taxation and Economic Policy (ITEP); American Petroleum Institute; Federal Highway Administration.
An increase in gas price does not equate to additional tax revenue because fuel taxes are assessed on a per gallon basis. Over time, the amount of revenue generated has weakened because of the unchanged tax rate, increased usage of fuel efficient vehicles, and inflation.

Source: Energy Information Administration, Annual Energy Review, Table 5.4 and Monthly Energy Review, Table 9.4
FHWA – Highway Statistics Series – Tax Rates on Motor Fuel
Texas Highway Trust Fund Payments and Allocations

Since the inception of the HTF, Texas has only received back 95% of its deposits. This is the lowest cumulative amount for any state.

Source: FHWA State Highway Statistics Table FE-221 – Includes HTF Revenues and General Revenue Transfers
WHY WE HAVE A PROBLEM: DONOR STATUS

Percent of Texas Fair Share Received

Includes HTF Revenues Only
WHY WE HAVE A PROBLEM: STAGNANT REVENUES

Instances and Magnitude of Texas Fuel Tax Rate Change

Source: Texas Comptroller of Public Accounts, NCTCOG Mobility 2045
These issues highlight the competing public values between how we fund the transportation system and our concerns for dependence on foreign oil, non-renewable fuel sources, the environment, etc.

<table>
<thead>
<tr>
<th>SYSTEM AGE &amp; MAINTENANCE</th>
<th>ALTERNATIVE FUEL USE</th>
<th>IMPROVED FUEL EFFICIENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Since 2003, the cost to maintain the existing system has surpassed state gas tax receipts.</td>
<td>There are benefits to using alternative fuels. However, as they become prevalent, revenues collected from traditional fuels will diminish.</td>
<td>Improved fuel efficiency has many benefits. However, as less fuel is consumed, less revenue is collected.</td>
</tr>
</tbody>
</table>

Source: TxDOT
### WHY WE HAVE A PROBLEM: FUEL EFFICIENCY

<table>
<thead>
<tr>
<th>FUEL EFFICIENCY SCENARIO</th>
<th>AVERAGE ANNUAL MILEAGE</th>
<th>AVERAGE MILES PER GALLON</th>
<th>GALLONS CONSUMED</th>
<th>GAS TAX PER GALLON</th>
<th>REVENUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>15,000</td>
<td>19</td>
<td>789</td>
<td>.20</td>
<td>$158</td>
</tr>
<tr>
<td>Low-Average</td>
<td>15,000</td>
<td>19.5</td>
<td>769</td>
<td>.20</td>
<td>$154</td>
</tr>
<tr>
<td>Average</td>
<td>15,000</td>
<td>20</td>
<td>750</td>
<td>.20</td>
<td>$150</td>
</tr>
<tr>
<td>High</td>
<td>15,000</td>
<td>21</td>
<td>714</td>
<td>.20</td>
<td>$143</td>
</tr>
</tbody>
</table>

As fuel efficiency increases, revenue from the gas tax decreases. Inflation adds even more pressure, the longer we wait to increase the per-gallon tax rate.
WHY WE HAVE A PROBLEM: ALTERNATIVE FUEL VEHICLES

As of Oct. 2018
Total: 5752
WHY WE HAVE A PROBLEM: ALTERNATIVE FUEL VEHICLES

U.S. ELECTRIC VEHICLE FORECASTS, 2020-2050

% U.S. Fleet in 2017 = 0.0031%

% U.S. New Car Sales in 2017 = 1.07%

Energy Innovation Policy & Technology Source: https://us.energypolicy.solutions/
HOW WE GOT HERE: DFW ISSUES

- Growth in single occupant vehicles (SOV)
- Increased travel time and costs
- Air quality non-attainment area
- Suburban sprawl
- Transportation needed to resolve incompatible land use
- Increasing distance from schools and employment centers
Suburban sprawl has resulted in auto-oriented, low-density development

Single occupancy travel has increased, which affects air quality and traffic volume

As people move further away from their work, travel cost will increase

Rail cost effectiveness decreases

Use of alternative forms of transportation decreases
Inadequate Revenue & Continued Population Growth = Slow System Expansion

The rapid population growth in the DFW area in conjunction with funding shortfalls has led to the slow expansion of the transportation system.

DFW will spend $136.4 billion through 2045 on its transportation system.

The 12-county area needs $390 billion to alleviate traffic congestion.

Employment will increase to over 7 million.

Population in 2045 will be 11.2 million.

DFW area welcomed 1.1 million new residents from 2005 to 2015.

Transportation needs continue to rise but funding is not keeping pace.

New transportation facilities cannot keep up with growth. By 2045, the vehicle miles of travel will have increased by 56%.

2018 population is 7.4 million.

DFW area welcomed 1.1 million new residents from 2005 to 2015.

The 12-county area needs $390 billion to alleviate traffic congestion.

Employment will increase to over 7 million.

Population in 2045 will be 11.2 million.

Inadequate Revenue & Continued Population Growth = Slow System Expansion
HOW WE GOT HERE: PROJECT DELIVERY

TYPICAL ROADWAY PROJECT DEVELOPMENT PROCESS

Long Range Planning 1+ Years

Environmental Study/Preliminary Design 3-6 Years

Final Design/Engineering/ROW Acquisition 2-5 Years

Construction 2-5 Years

Operation

TYPICAL TRANSIT PROJECT DEVELOPMENT PROCESS

Long Range Planning 1+ Years

Alternative Analysis/EIS 2-4 Years

Preliminary Engineering 2-3 Years

Final Design 3-7 Years

Construction

Operation

Project delivery can take over 17 years to complete.

Key: EIS = Environmental Impact Statement; FHWA = Federal Highway Administration; FFGA = Full Funding Grant Agreement; FTA = Federal Transit Administration; ROW = Right-of-Way
### PRICED FACILITIES
- Tolled managed lanes are now being used to lessen traffic congestion
- Money collected from tolls goes toward paying for construction and continued maintenance of the roads
- HOV/Managed Lanes are now open to solo drivers who wish to pay for more reliable commutes

### PUBLIC-PRIVATE PARTNERSHIPS
- Investments from the private sector have helped the region improve the transportation system
- Federal and state funds in conjunction with contributions from the NTTA, local transit sales tax, and various municipal bond elections can be used to operate and maintain the transportation system

### REGIONAL TOLL REVENUE INITIATIVE
- This initiative expedites transportation projects by providing money for improvements that otherwise may have to wait years to be completed
Programs and projects which maximize the existing transportation system are the first to be evaluated. This approach ensures that regional travel demand is first addressed through projects and strategies that have the most benefits and are cost effective.
In order to maximize the existing transportation system and maximize available funds the following strategies are used:

<table>
<thead>
<tr>
<th>TRAVEL DEMAND MANAGEMENT</th>
<th>TRANSPORTATION SYSTEM MANAGEMENT &amp; OPERATIONS</th>
<th>INTELLIGENT TRANSPORTATION SYSTEMS</th>
<th>SUSTAINABLE DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduces the demand for drive-alone travel on roadways by offering alternatives to single-occupant vehicle driving</td>
<td>Identifies and implements cost-effective congestion mitigation strategies</td>
<td>Integrates advanced communication technologies into transportation infrastructure and in vehicles</td>
<td>Promotes economic development while using limited resources</td>
</tr>
<tr>
<td>Improves mobility, accessibility, and air quality within the region</td>
<td>Improves traffic flow, safety, system reliability, and capacity</td>
<td>Improves travel conditions on the transportation system</td>
<td>Promotes livable communities at a pedestrian scale</td>
</tr>
</tbody>
</table>

- On-demand rideshare
- Vanpool
- Public-private partnerships
- Signal timing
- Bottleneck removal
- Special event lane reversal
- 5G infrastructure
- Vehicle-to-vehicle and infrastructure-to-vehicle communication
- Housing-jobs balance
- Mixed-income housing
- Safe Routes to School
SOLUTIONS: ENCOURAGE ALTERNATE TRAVEL BEHAVIORS

Encouraging alternate travel behavior can alleviate many transportation issues the region currently faces, such as traffic congestion and air pollution. Some established methods to promote change include:

1. Encouraging the use of public transportation
2. Organizing community events to foster participation and support
3. Educating the general public through effective marketing campaigns
4. Providing employees with flexible working schedules which would reduce commuting time and fuel costs
5. Developing car-sharing programs that would contribute to sustainable transport and reduce car ownership
6. Providing information services that would give the general public accessible and around the clock access to transportation-related information
SOLUTIONS: INVEST STRATEGICALLY IN SYSTEM INVESTMENTS
SOLUTIONS: INVEST STRATEGICALLY IN INTERMODAL CONNECTIONS

Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Solutions: Invest in Transportation Choices

Regional Veloweb

Existing 455 Miles
Funded 143 Miles
Planned 1,285 Miles
Total 1,883 Miles

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
SOLUTIONS: REVENUE POLICY

- Reinstate innovative funding and finance tools such as debt financing and public-private partnerships.
- Ensure local elected officials support tolling or managed lanes through resolutions at County Commissioners Courts and City Councils.
- Clarify definition of Comprehensive Development Agreement; create definition of toll road.
- Ensure funding is fairly distributed to funding categories to meet statewide transportation needs.
<table>
<thead>
<tr>
<th></th>
<th>PUBLIC SECTOR FUNDING</th>
<th>PRIVATE SECTOR CONTRIBUTION</th>
<th>PRIVATE TO PUBLIC SECTOR RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Roads</td>
<td>$1.6 Billion</td>
<td>$16.5 Billion</td>
<td>10:1</td>
</tr>
<tr>
<td>Tolled Managed Lanes</td>
<td>$1.3 Billion</td>
<td>$5.9 Billion</td>
<td>4:1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2.9 Billion</strong></td>
<td><strong>$22.5 Billion</strong></td>
<td></td>
</tr>
</tbody>
</table>

**POWER OF LEVERAGING**
TEXpress Lanes allow for expanded capacity without reducing efficiency.

- No additional lanes; improved shoulders, road design helped non-tolled lanes flow better
- General Purpose speeds much better than pre-construction conditions, despite the whole corridor carrying significantly more traffic
- General Purpose speeds increased on LBJ and NTE 6-12%

1 2018 data as of October
North Tarrant Express corridor traffic totals increased 49% since construction ended, while congestion time on non-tolled lanes has been reduced.
SOLUTIONS: REVENUE POLICY

CANDIDATE OPTIONS TO ADD REVENUE FOR TRANSPORTATION

- Additional counties allowed to adopt $10 optional registration fee
- Local option transportation revenue
- Tax or fee on electric and other alternative fuel vehicles
- Investigate vehicle miles traveled fee
- Regional or corridor transportation reinvestment zones
- Index the motor fuels tax
### GAS TAX INDEXING TO FUEL EFFICIENCY

**WHAT WE MEAN:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Annual Mileage</th>
<th>Gas Price Per Gallon</th>
<th>Average Miles Per Gallon</th>
<th>Average Gallons Consumed</th>
<th>Annual Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>15,000</td>
<td>$2.840 gas</td>
<td>20</td>
<td>750</td>
<td>$2,130 gas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$0.384 tax</td>
<td></td>
<td></td>
<td>$288 tax</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$3.22 total</td>
<td></td>
<td></td>
<td>$2,418 total</td>
</tr>
<tr>
<td>2035</td>
<td>15,000</td>
<td>$2.840 gas</td>
<td>35</td>
<td>429</td>
<td>$1,217 gas</td>
</tr>
<tr>
<td>(no indexing)</td>
<td></td>
<td>$0.384 tax</td>
<td></td>
<td></td>
<td>$165 tax</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$3.22 total</td>
<td></td>
<td></td>
<td>$1,382 total</td>
</tr>
<tr>
<td>2035</td>
<td>15,000</td>
<td>$2.840 gas</td>
<td>35</td>
<td>429</td>
<td>$1,217 gas</td>
</tr>
<tr>
<td>(indexing to fuel efficiency)</td>
<td></td>
<td>$0.672 tax</td>
<td></td>
<td></td>
<td>$288 tax</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$3.51 total</td>
<td></td>
<td></td>
<td>$1,505 total</td>
</tr>
</tbody>
</table>

*If gas tax indexed to fuel efficiency, amount of tax revenue collected remains the same and overall cost (gas price + tax) is lower in the future.*
The Dallas-Fort Worth area is experiencing continued growth. Single occupancy vehicle travel continues to grow. New transportation facilities are not keeping up with growth. Tools no longer available and overall revenue available is lower. New funding has been made available for transportation, but it is not enough to meet growing demand. The region requires a variety of transportation options to solve congestion issues.